



City of Seattle

Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3012326, 3012327 and 3012328

Applicant Name: Terry Beals for Central Puget Sound Regional Transit Authority ("Sound Transit")

Address of Proposal: 6501 - 12th Ave NE (3012326, Site A)
6601 - 12th Ave NE (3012327, Site B)
6701 - 12th Ave NE (3012328, Site C)

SUMMARY OF PROPOSED ACTION

MUP No. 3012326 - Land Use Application to allow a temporary staging area for light rail transit facility (Sound Transit). Review includes demolition of existing residential, retail and office structures (for a total of 8 structures) and 60,000 cu.yds. of grading.

MUP No. 3012327 - Land Use Application to allow a temporary staging area for light rail transit facility (Sound Transit). Review includes demolition of existing retail structure (22,150 sq. ft. - QFC) and grading of 60,000 cu. yds. of material.

MUP No. 3012328 - Land Use Application to allow a temporary staging area for light rail transit facility (Sound Transit).

Final Environmental Impact Statement (dated November 1999) and the North Link Final Supplemental EIS (dated April 2006) prepared by Sound Transit. This analysis and decision covers all three related applications.

The following approvals are required:

Temporary Use Permit - to support construction of a light rail transit facility pursuant to SMC 23.42.040.F
SEPA – for conditioning only.

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☒ EIS*
☐ DNS with conditions
☐ DNS involving non-exempt grading, or demolition or another agency with jurisdiction.

* Final Environmental Impact Statement issued by Central Puget Sound Regional Transit Authority in November of 1999. North Link Final Supplemental Environmental Impact Statement issued April 2006.

Site Location and Zoning

The figure contains three site maps, each showing a different location marked with a green star.
Site A: The map shows a street grid with Roosevelt Way NE running vertically and 65th Ave NE, 66th Ave NE, and 12th Ave NE running horizontally. A green star is located on the east side of 66th Ave NE, between Roosevelt Way NE and 12th Ave NE.
Site B: The map shows a street grid with Roosevelt Ave NE running vertically and NE 66th Street and NE 67th Street running horizontally. A green star is located on the east side of NE 67th Street, between Roosevelt Ave NE and 12th Ave NE.
Site C: The map shows a street grid with Roosevelt Way NE running vertically and NE 67th Street and NE 68th Street running horizontally. A green star is located on the east side of NE 67th Street, between Roosevelt Way NE and 12th Ave NE.

All of the sites are also located within the Roosevelt residential urban village. None of the parcels include mapped or observed environmentally critical areas on the site.

The site includes 15 separate parcels within the Roosevelt project site area. Existing rights-of-way (NE 66th St. and NE 67th St.) divide the project area into three non-contiguous groups of parcels. The three sites are described in more detail, below:

- 1) **Site A** consists of the following twelve Parcel Identification Nos. (PINs): 3658700005, 3658700006, 3658700010, 3658700011, 3658700012, 3658700013, 3658700020, 3658700021, 3658700022, 3658700023, 3658700110, and 3658700115. The property is currently developed with two commercial structures fronting on NE 65th St., two commercially-occupied structures fronting on 12th Avenue NE., and four duplex/townhouse buildings with a total of 8 dwelling units fronting on NE 66th St. All of these structures are to be demolished.
- 2) **Site B** consists of the following Parcel Identification No. (PIN): 3658700135. This parcel includes the entire block bounded on the west by Roosevelt Way NE, on the east by 12th Avenue NE, on the south by NE 66th Street, and on the north by NE 67th Street. This site contains the QFC grocery store and its accessory parking lot for approximately 120 vehicles and a truck unloading area. The store and accessory parking are to be demolished.
- 3) **Site C** consists of two vacant parcels, PINs 3658700355 and 3658700360 and is located at the northwest corner of 12th Avenue NE and NE 67th Street. This site was formerly developed with two single-family dwellings which were demolished in 2006 prior to ownership by Sound Transit. (See DPD Demolition Permit #6091075.)

There are a total of nine existing structures and an accessory parking lot to be demolished within the entire project area to provide areas for construction staging for the light rail transit facility.

Development and Zoning in the Vicinity

Zoning in the vicinity along 12th Ave. NE includes single-family and multi-family residential and commercial (including SF 5000, LR3/RC, NC1-40', NC2-40', NC3-65' and NC3P-65'). Development in the area appears to be consistent with the zoning. Roosevelt High School is located immediately east of the site.

Background

The Roosevelt Station is a component of Sound Transit's North Link project. The first segment of North Link is University Link (U-Link), is currently under construction, and consists of 3.15 miles of new light rail tunnel extending from the Pine Street Stub Tunnel (PSST) in downtown Seattle to the University of Washington (UW) campus. The North Link Project ("the Project") is the northward extension of U-Link with 4.3 miles of new light rail track extending from the UW Station to Northgate. The Project's alignment is routed underground, elevated, and with surface configuration with three stations: one in the University District (Brooklyn Station), the second in the Roosevelt Commercial District (Roosevelt Station), and the third adjacent to the Northgate Park and Ride and Northgate Shopping Mall (Northgate Station). The tunnel portion consists of 3.3 miles of twin-bored tunnels, which extend from the UW Station, through the proposed Brooklyn and Roosevelt Stations, to the North Portal which is located on the east side of the Washington State Department of Transportation (WSDOT) Interstate 5 right-of-way. At the North Portal, the light rail track alignment transitions from underground to a combination of approximately 1.0 mile of at-grade, retained cut and fill, and elevated structures within portions of the WSDOT and Seattle Department of Transportation (SDOT) rights-of-way, until it crosses over 1st Avenue NE near NE 100th Street. The alignment continues in an elevated guideway along the western boundary of the King County Transit Center, then crosses over NE 103rd Street to its terminus at the above ground Northgate Station located to the southwest of the Northgate Shopping Mall.

The Project includes three new light rail transit stations, two of which are underground: Brooklyn Station and Roosevelt Station (the subject site of this application). Based on the 30% design plans, both the Roosevelt and Brooklyn Stations will each have two above ground entrances. Both the Brooklyn and Roosevelt Stations will be cut and cover configurations and have center platforms approximately 380 feet long to accommodate four-car trains. Each train consists of up to four 95-foot long light rail vehicles. The third station, Northgate Station, is an elevated station located to the southwest of the Northgate Park and Ride and Northgate Shopping Mall.

The current Project schedule anticipates that demolition and site preparation at the Brooklyn and Roosevelt sites will commence in May 2012 and be completed in November 2012. Utility relocations and excavation of station boxes at the Brooklyn and Roosevelt sites will commence in early 2013. This will be followed by tunneling operations at the Roosevelt site, boring tunnels to the southeast to the UW Station, expected to be completed by mid-2017. Site preparation at the North Portal site will commence in September 2013. This will be followed by tunneling operations at the North Portal site boring tunnels south to the Roosevelt Station, and will commence in March 2014 and be completed by August 2018. Construction of the retained cut and fill structures and

elevated guideway, north of the North Portal, together with construction of the Northgate Station will commence in early-2015 and be completed by March 2018. Construction of the Brooklyn and Roosevelt Stations will both commence in early to mid- 2017 and be completed in the Fall of 2019. North Link operations are tentatively scheduled to begin in 2020 following completion of trackwork and systems testing of the light rail vehicles.

Project Description

The activities reviewed under this application include the demolition of structures and excavation and grading for the station box, and the establishment of the temporary construction staging area for the future transit station at the Roosevelt Station site area. The work will take place on Sites A, B, and C, as described above. All structures within the project area will be demolished to provide areas for contractor staging during construction of the facilities at the Roosevelt site.

A total of nine buildings will be demolished, comprising a total of approximately 49,150 of gross building floor area: 36,110 square feet of commercial floor area and 12,840 square feet of residential floor area. The total demolition of housing includes eight dwellings units contained within four duplex/townhouse structures, none of which are currently occupied. A total of five buildings containing commercial uses will be demolished, the largest of which is the QFC grocery store which contains approximately 22,150 square feet. Two of the commercially-occupied buildings fronting on 12th Avenue NE were originally built for residential use but have been re-occupied with commercial tenants for a number of years. The demolition of the five commercial buildings will displace ten businesses within the affected area. The QFC accessory surface parking lot will also be demolished. (For location and list of buildings to be demolished, please see Drawing Nos. MUP1-05 through MUP1-08).

Most of the area is currently covered with impervious surfaces with relatively little vegetation. All existing vegetation within the parcels will be removed during the initial demolition phase. Existing street trees will remain during the initial demolition phase, including two large Scarlett Oak trees located near the northeast corner on NE 67th Street and 12th Avenue NE. However, later during the excavation phase of the project, these two Scarlett Oaks will be removed because these trees are located above the station box. Three other street trees located along Roosevelt Way NE, south of NE 67th Street will also be removed during the major excavation phase as these three trees will interfere with truck access into the site. Seattle Department of Transportation has jurisdiction over trees located in the rights-of-way, and Street Use Permits from SDOT will be required. (For a complete list of trees to be removed, see Drawing No. MUP1-09.) After the buildings are removed, Site Areas A and B will be re-graded, asphalted and fenced prior to commencement of site excavation and grading work for the station box excavation. Site Area C will be asphalted and secured with a temporary chain link fence.

Excavation for the Roosevelt Station below-ground box will be approximately 76 feet deep by 490 feet long and 78 feet wide. (For limits and depth of the station box excavation, see Drawing Nos. MUP1-10 and MUP1-11.) The station box runs parallel to 12th Avenue NE between NE 65th and NE 67th Streets. The station box lies beneath Site Areas A and B, and NE 66th Street. (See site plan, Drawing No. MUP1-03.)

It is currently estimated that a total of approximately 120,000 cubic yards of material will be excavated from the project site associated with the station box, structural support system and ancillary site grading (cut and fill). Prior to commencement of station box excavation, a solid construction screening wall will be installed around the perimeter of all three Site Areas.

The station box excavation work is tentatively scheduled to begin in mid-2013, starting with installation of soldier piles prior to deep excavation of the station box. This work is expected to take approximately nine months to complete.

Sound Transit proposes to allow several construction contractors to utilize all three site areas for construction staging and support for site excavation, tunnel boring operations, and construction of the underground transit station and above ground station entrances. (For location of proposed staging areas, see Drawing No. MUP1-12.) The total area of the three sites to be utilized for construction staging is approximately 2.4 acres, as follows:

Site Area A	-	24,771 sq. ft. (.57 acres)
Site Area B	-	73,440 sq. ft. (1.69 acres)
Site Area C	-	6,120 sq. ft. (.14 acres)

In addition to the 15 parcels that encompass the project site area, both NE 66th Street and NE 67th Street west of 12th Avenue NE will be closed to public access and will be utilized for construction staging after the demolition phase. These two areas will be closed to vehicular and pedestrian traffic at the time of mobilization for the Roosevelt Station box and tunnel construction contract (sometime in 2013) as these areas of right-of-way lie within the cut and cover station box configuration. These areas are needed to support both construction of the station box and tunneling operations. Maintaining vehicular and pedestrian through-traffic along these portions of rights-of-way would be impractical. No on-street parking will be allowed. A fire lane will be provided. A detour plan for vehicular and pedestrian traffic will require approval from SDOT prior to street closure for construction staging. Both the street closure and detour plan will be addressed as part of a Street Use Permit to be reviewed and issued by SDOT.

In addition to the partial street closures described above, the abutting sidewalk on the west side of 12th Avenue NE will be closed for pedestrian access as well as the strip of on-street parking on the west side of 12th Avenue NE. These closures are required due to their proximity to the cut-and-cover station box.

The rights-of-way closures described above will displace a total of approximately 53 on-street parking spaces along 12th Avenue NE, NE 66th Street and NE 67th Street during the construction period following demolition. The determination to allow the displacement and/or replacement of the on-street parking will be addressed as part of a Street Use Permit to be reviewed and issued by SDOT.

Because the actual final layout of the staging area will be determined by the contractor as mobilization occurs, this application will describe in general terms the kinds of construction related activities that can be expected at the site. Construction staging will be necessary over much of the total construction time of approximately eight years. Prior to commencement of any activity on the site, necessary construction related permits and approvals from appropriate permitting agencies will

be obtained. Staging areas will be most intensely and actively used during the heavy civil construction phases for station box excavation, followed by activities supporting tunnel boring operations and removal of tunnel muck/spoils. (For proposed conceptual layouts of the staging areas, see Drawing Nos. MUP1-13 and MUP1-14.)

Activities that can be expected to occur within the construction staging areas include, but are not limited to the following:

- Installation of solid construction walls, fencing, and security lighting,
- Removal of existing vegetation,
- Demolition of existing structures,
- Soil nailing, retaining walls and basement walls,
- Grading and/or fill,
- Utility capping, relocations or disruptions,
- Installation of gravel or paved surfaces,
- Collection, storage, treatment, and discharge of construction water and/or ground water,
- Delivery and storage of construction materials and equipment,
- Access, egress, and storage of various types and sizes of vehicles,
- Temporary construction contractor trailers/offices,
- Installation of soldier piles and CSM walls,
- Construction of concrete invert slabs and retaining walls,
- Changes to site egress and ingress,
- Temporary road, sidewalk or lane closures,
- Truck wheel washing facilities,
- Grout plant to support tunneling operations,
- Conveyor systems for excavation spoils,
- Temporary storage areas for tunnel muck/spoils,
- Removal of excavated site material and tunnel muck,
- Construction of underground station,
- Construction of above ground station entrances, and
- Final site restoration and landscaping.

The following equipment is likely to be utilized at the site:

Excavators	cranes	backhoes	auger drills	hoppers
Front end loaders	dump trucks	pumps	fans	compressors
Pavement breaker	blowers	mixers	storage bin	chute
Concrete trucks	delivery trucks	concrete saws	mixers	batch plant

All activities and equipment that generate noise are subject to the City of Seattle Noise Control Ordinance (SMC 25.08). Sound Transit will require the contractor to submit a Noise and Vibration Control and Monitoring Plan for review and approval to assure compliance with SMC 25.08 throughout the construction period. The contractor will be prohibited from blasting and pile driving. After the structures are demolished, a security fence will be installed around the perimeter of all three Site Areas. Before commencement of major excavation or tunneling, a solid construction screening wall will replace the security fence around all three Site Areas. A building permit will be required for construction of the solid construction screening wall.

The contractor will determine the most efficient layout for staging area access and will be responsible for obtaining approval for site access from SDOT. Access to the construction site is currently expected to be southbound from Roosevelt Way NE, turning eastbound into the site. Outbound access from the site is expected to be northbound via 12th Avenue NE. (For proposed truck haul route plan, see Drawing No. MUP1-15.) Providing temporary parking areas for construction workers is also the responsibility of the contractor. The contractor will be required to submit a Construction Worker Parking Plan to Sound Transit for review and approval prior to commencement of construction.

Upon completion of the Roosevelt Station, the temporary construction area will be hydroseeded and landscaped after removal of the asphalted areas, gravel accesses, solid construction screening wall, fencing, construction equipment, offices, and debris. A final restoration plan will be submitted to DPD for approval prior to completion of the station and after systems testing. The vacant land around the station (former construction area) will be available for transit-oriented development.

Public Comments

The public comment period for Project Nos. 3012326 and 3012328 ended August 10, 2011. The public comment period for Project No. 3012327 ended September 7, 2011. The department received eight written comments during the comment periods.

ANALYSIS – TEMPORARY USE PERMIT

SMC 23.42.040.F states that “A temporary structure or use that supports the construction of a light rail transit facility may be authorized by the Director pursuant to a Master Use Permit subject to the requirements of this subsection ...”

1. The alignment, station locations, and maintenance base location of the light rail transit system must first be approved by the City Council by ordinance or resolution.

On September 24, 2007, the Seattle City Council adopted Resolution No 30993, approving the alignment, station locations and maintenance base location for the Central Link project, including the Roosevelt station. Also on September 24, 2007, the City Council passed Ordinance No. 122504 authorizing the Director of SDOT to execute an amendment to the “Agreement Between the City of Seattle and Sound Transit for Grant of Non-Exclusive Use of a Light Rail Transit Way as Related to the Central Link Light Rail Transit Project”. This Amended Agreement reflects the Council’s approval of the Roosevelt Station.

Further, the City's comprehensive plan directly supports the Project. For instance, Comprehensive Plan policy T-34 calls for the City to support the development of an integrated, regional transportation system that includes light rail. Also see policies T-38.5 and 39.

2. The temporary use or structure may be authorized for only so long as is necessary to support construction of the related light rail transit facility and must be terminated or removed when construction of the related light rail transit facility is completed or in accordance with the MUP.

The proposed staging area will exist on the proposed sites until the tunnel construction and Roosevelt Station and station entrances have been completed, approximately eight years following demolition of the existing structures.

3. The applicant must submit plans for the establishment of temporary construction uses and facilities to the Director for approval. When reviewing the application, the Director shall consider the duration and severity of impacts, and the number and special needs of people and businesses exposed, such as frail, elderly, and special needs residents. Following review of proposed plans and measures to mitigate impacts of light rail transit facility construction, and prior to the issuance of any permits granting permission to establish construction facilities and uses, the Director may impose reasonable conditions to reduce construction impacts on surrounding uses and area, including but not limited to the following:

This MUP application contains plans showing the general location and establishment of the temporary construction uses and facilities at the subject site (See Drawing Nos. MUP 1-12 and MUP 1-14.). The types of construction activities and equipment expected to be utilized at the site are described, above. Although the contractor will determine the actual specific layout of the construction staging area, the types of construction activities and equipment are not expected to vary from that described.

Surrounding land uses include a mixture of commercial and residential uses to the west and northwest, primarily commercial uses to the south, Roosevelt High School to the east, and single family residential uses to the northeast. Potential short term construction-related impacts and proposed mitigation measures specifically related to this project are discussed in Section 4.17 (Construction Impacts) and 4.18.19 (Cumulative Construction Impacts) of the FSEIS. Per the Federal Transit Administration Record of Decision (ROD) for the North Link Light Rail Transit Project (June 2006), Sound Transit is committed to ongoing outreach and assistance, and coordination of contractor activities, to accommodate needs of people and businesses within the vicinity of the construction area.

a. Noise and Grading and Drainage. Noise impacts will be governed by the Noise Control Ordinance (SMC Chapter 25.08) and off-site impacts associated with grading and drainage will be governed by the Stormwater, Grading and Drainage Ordinance (SMC Chapters 22.800 through 22.808).

All daytime construction activities (7:00 a.m. to 10:00 p.m. on Mondays through Fridays, and 9:00 a.m. to 10:00 p.m. on weekends and legal holidays) are expected to comply with daytime sound level limits specified in Seattle's Noise Control Code, SMC 25.08. Sound Transit will be

requesting a Major Public Project Construction (Noise) Variance (MPPCV) from DPD in order to allow nighttime construction activities to support construction of the North Link Project between the hours of 10:00 p.m. and 7:00 a.m. and between 10:00 p.m. and 9:00 a.m. on weekends and legal holidays. The MPPCV is subject to review and approval by DPD of a Noise Management and Mitigation Plan (NMMP) prepared by Sound Transit and to be implemented by the contractor.

The FSEIS prepared for this project concluded that, with the implementation of noise mitigation, construction during the day would not exceed the noise levels in the Noise Control Code. The FSEIS also disclosed the nighttime construction activities would take place at this site. A MPPCV will be required from DPD to allow nighttime construction activities. Noise mitigation measures include, but are not limited to, installation of a solid construction screening wall, restrictions on back-up truck alarms, use of low-noise emission equipment, and implementation of an NMMP.

With regard to drainage, the contractors will be required to comply with all applicable City requirements. The contractors will be required to comply with applicable Federal, State, and local laws, orders, and regulations concerning the prevention, control, and abatement of water pollution; and, the placement of temporary erosion control measures will comply with the standards adopted by the City of Seattle.

b. Light. To the extent feasible, light should be shielded and directed away from adjoining properties.

Lighting on the staging area will be shielded and directed away from adjoining properties. In addition, a solid construction screening wall to be installed around the perimeter of the site will provide shielding of light from the project at street grade level. The height of the wall will be determined as part of the MPPCV application process, referenced above.

c. Best Management Practices. Construction activities on the site must comply with Director's Rule #6-93, Best Management Practices for Construction Erosion and Sedimentation Control Plans.

Construction activities on the site shall comply with the current Director's Rule (DR 16-2009) on best management practices.

d. Parking and Traffic.

(1) Measures addressing parking and traffic impacts associated with truck haul routes, truck loading and off-loading facilities, parking supply displaced by construction activity, and temporary construction-worker parking, including measures to reduce demand for parking by construction employees, must be included and must be appropriate to the temporary nature of the use.

(2) Temporary parking facilities provided for construction workers need not satisfy the parking requirements of the underlying zone or the parking space standards of SMC 23.54.030.

The proposed truck haul routes from the Roosevelt Station construction staging areas provide access to the I-5 corridor, as directly as possible, using collector and arterial streets. (See Drawing No. MUP1-15.) The proposed truck haul route is to utilize Roosevelt Way NE southbound and 12th Avenue NE northbound to and from I-5. Final haul routes will be developed by the contractor after

an approved spoils disposal location is selected and granted by DOE and SDOT. The access and haul routes were chosen to result in minimal pedestrian/vehicle conflict, by using the most direct route to arterials.

Approximately 53 on-street parking spaces will be temporarily displaced during the construction period as part of the construction staging area. This reduction in parking should only have a minor impact to the neighborhood because some of these displaced parking areas serve the business and residential uses which will be demolished as part of the Roosevelt Station Project.

The contractor will be responsible for providing parking areas for construction workers as part of a Parking Construction Management Plan – see SEPA Parking analysis and related condition. There are several options available for the contractor to accomplish this: providing parking within limited areas of the construction staging area, establishing satellite parking lots and shuttling workers to the construction site, and encouraging and/or providing incentives to construction workers to utilize carpools, vanpools and public transportation that lessen the demand for vehicular parking.

e. Local Businesses. The applicant must address measures to limit disruption of local business, including pedestrian and/or auto access to business, loss of customer activity, or other impacts due to protracted construction activity.

A total of 10 businesses will be or have already been displaced. Sound Transit is assisting those displaced businesses pursuant to state and federal requirements. It is anticipated that pedestrian and auto access to local businesses in the Roosevelt Commercial District along NE 65th Street and along Roosevelt Way NE will be maintained throughout the construction period. This will be accomplished with signage and flaggers added as needed on a daily basis. Sound Transit will be available for direct contact with all local businesses at all times, will provide advance notice of construction activities, and will work with local businesses to modify measures to limit disruption as much as possible during construction.

f. Security. The applicant must address site security and undertake measures to ensure the site is secure at all times and to limit trespassing or the attraction of illegal activity to the surrounding neighborhood.

A solid construction screening wall with gates for ingress/egress will be constructed around all three Site Areas, replacing the initial security fencing installed after the demolition of buildings. The project site areas will be guarded twenty-four (24) hours a day. All visitors will be required to register at the construction field office. Access to the construction staging area, as well as the tunnel, will be strictly controlled.

g. Site/Design. The construction site should be designed in a manner that minimizes pedestrian/vehicle conflicts and does not unnecessarily impede pedestrian mobility around the site and through adjoining neighborhoods. Measures should also be undertaken to ensure appropriate screening of materials storage and other construction activities from surrounding streets and properties.

Portions of two streets, NE 66th and NE 67th Streets, will be closed to pedestrians and vehicles throughout most of the heavy construction phase. Portions of each of these rights-of-way lie

directly over the cut and cover station box and therefore are needed for excavation as well as construction staging. Site entrances to the staging areas are proposed to be located to minimize conflict with pedestrian and vehicular traffic. Final review and approval of the ingress and egress to the site and the duration of the street closures will be made by SDOT.

The solid construction screening walls constructed around the perimeter of all three Site Areas should be adequate to screen construction activities, including storage areas, on the sites from surrounding streets and properties.

h. Public Information. Actions should be taken that will inform surrounding residents and businesses of construction activities taking place and their anticipated duration, including a twenty-four (24) hour phone number to seek additional information or to report problems.

Sound Transit has already begun a multi-faceted community outreach program for the North Link Project. Over the past year, Sound Transit has held a number of meetings ranging from community and stakeholder meetings to open houses regarding Roosevelt Station, including:

- June 2010: North Link final design kick-off public open house (for all of North Link, including Roosevelt Station), held at Roosevelt High School, approximately 180 people in attendance. (See Attachment H, a meeting announcement postcard sent to all addresses within a one-mile radius of the proposed North Link station sites, including Roosevelt Station.)
- Summer 2010: Sound Transit staffed the Bull Moose Festival, a community event organized by the Roosevelt Neighborhood Association, approximately 200 to 300 people in attendance.
- November 2010: Sound Transit staffed an information table at a Roosevelt Neighborhood Association meeting, over 100 people in attendance.
- January 2011: Sound Transit gave a project briefing at a Roosevelt Neighborhood Association meeting, approximately 30 people in attendance.
- May 2011: Sound Transit hosted an open house at the Ravenna-Eckstein Community Center regarding the 30% station design, station artwork and the construction plans, approximately 175 people in attendance.

In November 2010, Sound Transit began a regular North Link e-newsletter, which is distributed to about 1500 people who have subscribed to email updates. Also, the Sound Transit website provides updated information on the project. A station fact sheet is distributed at public events and made available on the Sound Transit website.

Sound Transit staff has also met one-on-one with stakeholders including Roosevelt High School staff, Roosevelt Neighborhood Association members and the owners of an apartment building and a condominium near the station site.

Public outreach and meetings with the Roosevelt community and stakeholders will continue through design and construction. Sound Transit operates and maintains a 24-hour construction hotline phone number that will be implemented throughout the duration of the construction period.

i. Weather. Temporary structures must be constructed to withstand inclement weather conditions.

Temporary construction management trailers are built to State of Washington Building Code standards, and are constructed to withstand inclement weather. Building permits will be obtained by the contractor prior to their siting and placement, and the trailers will be anchored to an approved temporary foundation.

j. Vibration. The applicant must consider measures to mitigate vibration impacts on surrounding residents and businesses.

Vibration impacts during construction were evaluated in the FSEIS (Section 4.17). The FEIS discloses that there would be vibration from some construction activities at the site, but that it is unlikely that any structural damage to adjacent or nearby properties would occur. During high vibration-producing activities such as shoring installation, there is a potential for settlement and small movements of nearby structures. Design of suitable shoring systems will reduce the potential of settlement related damage. Pre-construction condition surveys will be completed and during-construction monitoring programs will be implemented to ensure that vibration impacts are adequately minimized and mitigated.

4. Site Restoration.

a. The applicant must also agree, in writing, to submit a restoration plan to the Director for restoring areas occupied by temporary construction activities, uses or structures.

b. The restoration plan must be submitted and approved prior to the applicant vacating the construction site and it must include proposals for cleaning, clearing, removing construction debris, grading, remediation of landscaping, and restoration of grade and drainage.

c. Site restoration must generally be accomplished within one hundred eighty (180) days of cessation of use of the site for construction uses and activities, unless otherwise agreed to between the applicant and the Director.

Sound Transit has provided written agreement to provide a restoration plan to the Director for review and approval, and will restore the site within 180 days after completion of systems testing.

d. The Director will approve plans for site restoration in accordance with mitigation plans authorized under this section.

The applicant proposes to submit a final site restoration plan to DPD for review and approval. Site restoration is anticipated to be removal of all structures, equipment, refuse, fencing, and lighting. Sites will be leveled if necessary to assure proper site drainage, and landscaped and hydroseeded to establish ground cover until redevelopment occurs.

5. A master use permit for a temporary structure or use that supports the construction of a light rail transit facility shall not be issued until the Director has received satisfactory evidence that the

applicant has obtained sufficient funding (which might include a Full Funding Agreement with a federal agency) to complete the work described in the Master Use Permit application.

Sound Transit has obtained sufficient funding to complete the work required to construct the North Link Project. See Attachment “B”, Financial Capacity Statement (in project file).

DECISION - TEMPORARY USE PERMIT

The proposal is **APPROVED**.

ANALYSIS – SEPA

Sound Transit issued a Final EIS in November of 1999 and the North Link Final Supplemental Environmental Impact Statement in April 2006. Sound Transit has lead agency status on this project, and the Director hereby incorporates by reference its November 1999 FEIS and the April 2006 North Link FSEIS, both of which are available for review on Sound Transit’s website. The information in the EIS documents, supplemental information provided by the applicant (plans, further project descriptions), and the experience of the City with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship among codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part:

"Where City regulations have been adopted to address an environmental impact; it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations).

The Director hereby incorporates by reference the mitigation measures described in the Federal Transit Administration Record of Decision (ROD) for the North Link Light Rail Transit Project (June 2006) and mitigation measures included in Attachment C of the ROD. These documents are available for review in the DPD MUP file. These mitigation commitments were identified in the North Link Final Supplemental EIS. A summary of these mitigation measures is in the project file (Attachment E). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) additional mitigation can be considered. Thus, a more detailed discussion of some of the impacts is cited below.

Short - Term Impacts

The following temporary or construction-related impacts are expected:

- Decreased air quality due to suspended particulates (dust) from excavation and construction, hydrocarbon emissions and greenhouse gas emissions from construction vehicles, equipment, and the manufacture of the construction materials.
- Increased dust caused by demolition and excavation activities and potential soil erosion and disturbance to subsurface soils during grading, excavation, and general site work;

- Increased traffic and demand for parking from demolition and excavation equipment and personnel;
- Conflicts with normal pedestrian and vehicular movement adjacent to the site;
- Increased noise and vibration;
- Tree removal;
- Consumption of renewable and non-renewable resources.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and the Noise Ordinance (construction noise). Compliance with these applicable codes and ordinances will reduce or eliminate most of the short-term impacts to the environment. Other impacts may not be adequately mitigated by existing ordinances, as discussed below.

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. Before beginning any demolition project, PSCAA requires the demolition contractor to submit an Asbestos/Demolition Notification to PSCAA prior to demolition and /or removal of asbestos. There is no requirement or process for PSCAA or the applicant/contractor to notify DPD of the Asbestos/Demolition Notification. Therefore, a condition should be added requiring the applicant to submit to DPD a copy of the PSCAA Asbestos/Demolition Notification prior to commencement of construction (including demolition). This condition is imposed pursuant to SEPA authority to mitigate air quality, construction and environmental health impacts, SMC 25.05.675 A, B, and F. Compliance with PSCAA regulations would mitigate the potential adverse short term impacts to air from demolition activities.

The indirect impact of construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. Therefore, additional air quality mitigation is not necessary.

Construction Impacts

No significant vibration impacts are anticipated to result from the demolition and excavation area. The FEIS discloses that there would be vibration from some construction activities at the site, but that it is unlikely that any structural damage to adjacent or nearby properties would occur. During high vibration-producing activities, such as shoring installation, there is a potential for settlement and minor movements of nearby structures. Designs of suitable shoring systems will reduce the potential of settlement related damage. Pre-construction condition surveys will be completed and during construction monitoring programs will be implemented to ensure that vibration impacts are adequately minimized and mitigated.

Drainage and Earth

Any additional information required to verify conformance with applicable ordinances and codes (The Stormwater, Grading and Drainage Control Code, DR 3-93, and 3-94) would be required prior to issuance of any required building permits or demolition permits.

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material. The current proposal involves grading of more than 100 cubic yards of material, and the applicant has prepared a geotechnical report for the site. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Drawing No. MUP1-09 indicates the number and location of trees within the project site area that will be removed, including those that are six inches or greater in diameter and those classified as “exceptional” trees per DPD Director’s Rule 16-2008. There are a total of 19 trees within the parcels of land comprising the three project Site Areas that will be removed during the building demolition phase. (Note: Six of these trees are less than 6 inches in diameter.) None of these trees are classified as “exceptional”. There are 7 street trees immediately abutting the three Project Site Areas that will remain during the demolition phase but will be removed during the major site excavation for the station box. Two of these street trees are large Scarlett Oaks which are located at the northeast corner of Site Area B, both within the NE 67th Street right-of-way. The diameter of these street trees is 40” and 36.5”, respectively. Based on their diameters, these are classified as “exceptional trees” per Director’s Rule 16-2008. All of the trees within the project site area, including the street trees, are proposed for removal because their retention would interfere with efficient construction staging operations. Because the exceptional trees are in the rights-of-way, their removal falls under the jurisdiction of SDOT.

Traffic and Parking

Construction traffic may increase congestion in the area. To mitigate the impacts of construction traffic, the applicant has proposed a truck haul route for disposal of excavated soils and other construction debris from the site to Interstate-5. A final truck haul route will be reviewed, finalized and approved by the Seattle Department of Transportation.

The rights-of-way closures that will occur during construction will temporarily displace on-street parking spaces to accommodate the construction staging area. Additionally, one of the properties being acquired by Sound Transit contains a parking lot with parking accessory to a commercial use. Demolition of commercial and residential structures that currently are generating parking activity at these sites will reduce the current parking demand.

The rights-of-way closures described above will displace a total of approximately 53 on-street parking spaces along 12th Avenue NE, NE 66th Street and NE 67th Street during the construction period following demolition. The determination to allow the displacement and/or replacement of

the on-street parking will be addressed as part of a Street Use Permit to be reviewed and issued by SDOT.

Discussion of construction worker parking impacts is on page 4-183 of the FSEIS. Regarding project-wide mitigation for traffic impacts due to construction of light rail, the Record of Decision, on page C-15 states: "Provide construction workers designated parking on- or off site as practical, to minimize neighborhood parking impacts. Contractor parking could also be accomplished through satellite parking with a shuttle bus and/or parking management systems." Sound Transit is not proposing to provide parking for construction workers; the contractor is expected to locate and secure temporary parking areas for construction workers during construction. In the application materials, it states that Sound Transit staff will assist the contractor in locating available parking areas "to the extent feasible". In order to ensure that the construction worker parking is addressed, the contractor shall develop and submit a Construction Parking Management Plan to DPD for review and approval.

No further conditioning is warranted to mitigate short-term traffic or parking impacts.

Noise

Demolition and other construction activities will generate short-term noise. The applicant will be seeking a Major Public Project Construction (Noise) Variance (MPPCV) from DPD for work to occur during nighttime construction activities (between 10 PM and 7 AM and/or on weekends). The MPPCV requires that Sound Transit and its contractor comply with the City's noise control ordinance (SMC Chapter 25.08). Noise mitigation measures may include, but are not limited to, installation of noise barrier walls, restrictions on back-up truck alarms, use of low-noise emission equipment and implementation of a noise control and mitigation plan. As part of the MPPCV, Sound Transit's Community Outreach Program will develop a Citizen Involvement and Public Complaint Resolution plan that requires Sound Transit to work with its contractor, in advance of construction, to plan the construction work in a manner that minimizes potential noise impacts on the neighbors and to keep the adjacent communities informed throughout construction. The outreach will include updates at community organization meetings, written construction updates, regular door-to-door visits with residents, and other similar efforts. A 24-hour construction hotline will be established, and a record will be kept of all noise complaints. When a complaint is received, Sound Transit will use every reasonable effort to resolve it to the satisfaction of the complainant.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased carbon dioxide and other greenhouse gas emissions primarily from increased vehicle trips but also from the project's energy consumption, increased demand for public services and utilities; and increased area traffic and demand for parking. Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Long-term or use-related impacts anticipated from the proposal include:

- Impact on the existing and/or anticipated commercial and residential uses in the vicinity of the project;

- Loss of existing structures greater than 50 years old; and

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code requires on-site collection of stormwater, with provisions for controlled tightline release to an approved outlet, and additional design elements to prevent isolated flooding. The Land Use Code controls site coverage, setbacks, and use, and contains other development and use regulations to assure compatible development. Generally, compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts. However, due to the nature of the proposal, some of the potential impacts warrant further analysis.

Land Use

The temporary staging area uses would displace approximately 10 local businesses and eight residential units. However, the applicant has worked with the local business community and residents to relocate those displaced. In addition, the applicant anticipates that the Roosevelt Station would attract economic development to the immediate vicinity in the future. No additional mitigation is warranted pursuant to SEPA policy.

Historic Preservation

None of the nine structures to be demolished are designated as Seattle Landmarks. One of the structures, Standard Radio, located at 1028 NE 65th Street, was recently considered for designation by Seattle's Landmarks Preservation Board. On April 7, 2011, the Board denied the designation based on a finding that this property did not meet any of the designation standards of SMC 25.12. (See Board's letter in Attachment D) There are four other structures that meet the age requirement for consideration as landmarks designation. These are:

- 1032 NE 65th Street, a two story building at the northwest corner of NE 65th Street and 12th Avenue NE, built in 1946
- 6511 12th Avenue NE, a small one-story structure, built in 1922 as a residence, currently occupied with a business
- 6511 12th Avenue NE, a 1 ½ story structure, built in 1924 as a residence, currently occupied by two businesses
- 6600 Roosevelt Way NE, one story grocery store, built in 1955

Seattle Landmarks staff have reviewed information on these four buildings listed above and believe that none of the buildings meet the criteria for designation. Therefore, no mitigation is warranted pursuant to SEPA policy.

DECISION - SEPA

Environmental impacts for the proposal were identified and analyzed in the Final Environmental Impact Statement issued by Sound Transit. DPD has the authority to mitigate impact pursuant to the city's SEPA practices. Therefore, the proposal is **CONDITIONALLY APPROVED**.

CONDITIONS – SEPA

The owner(s) and/or responsible party(s) shall:

Prior to Commencement of Construction (including demolition permits)

1. Submit to DPD a copy of the PSCAA Asbestos/Demolition Notification.
2. The demolition contractor shall develop and submit a Construction Parking Management Plan to DPD for review and approval.

Signature: (Signature on File)
Molly Hurley, Senior Land Use Planner
Department of Planning and Development

Date: October 20, 2011